

INSTRUCTIONS.

Intimations:

Local Delivery.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

ing Harbour.
ted to-day.
divided into eleven Sections, commencing from
along shore &c. and those in the body of the
figures denoting the sections.
Yard to Blue Buildings.
Buildings to East Point.
's Island to North Point.
arves.
narfi.

Agents.	Destination	Remarks
S'pore & Hamburg	Re-day	
S. duoy & Melbourne	Nov. 18.	
Singapore & London	Nov 15.	
.....	Oct'n 4	

Vancouver, B.C. Nov. 23.

San Francisco	Nov. 17.
Yokohama & Kobe	Nov. 15.
Shanghai	Nov. 10.

& Co.	Shanghai & Kobo	Nov. 15.
S. Co. & Co.	Tamsui / Singapore	Nov. 15. Nov. 16.
Wire & Co.	Vladiv stock	Nov. 16.
Wires		

of res.	Value.	Paid up.	Closing Quotations, Cash.
0000	\$ 125	all.	226 1/2

	12	11	10	9	8	7	6	5	4	3	2	1	0	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	159
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000	12	all	200 % prem. = \$460
000	5	all	350, buyers
000	1	all	353
000	1	all	327
000	10	all	20.10, buyers
000	2	all	20.5
000	2	all	22.15, buyers
000	10	all	20.50
000	10	all	215, buyers
000	10	all	215, buyers
000	5	all	270, buyers
000	10	all	271

0	10	\$	50	\$75, buyers
00	50	\$	30	\$175, buyers
0	1	all		84
0	5	\$	4	220
0	100	all		\$115, buyers
		t	all	34, sellers
		4	all	10, buyers
		1	all	\$150, buyers
		2	c	88, sales
0	Fcs. 250	all		\$100, sellers

008	1	all	25 cts.
009	1		45 cts.
002	1	14/10	337
008	8	28	sellers
008	8	28	sellers
009	50	all	339
008	10	all	912.75
002	10	all	\$125. buyers
003	10	10	\$11. buyers
008	10	10	\$28.
			\$16.
002	1	18/	85

08	10	all	\$9, buyers
08	25	6	\$30, sellers
08	50	all	\$33
08	75	6	\$35
08	25	all	\$11, buyers
08	50	all	\$170, buyers
08	100	7	\$80
08	100	10	Pla. 7, buyers
08	100	10	Pla. 75
08	100	10	Pla. 73
08	250	2	\$3
08	500	10	\$60, \$50
08	500	10	\$10, buyers

Time	Received	Quotation
8:00 P.M.	10 X prem.	
	A. C. STICKS, Share-broker.	

Western Union Building

MAILS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Dec. 15, 1898.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Jan. 14, 1899.

Shanghai Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, Feb. 7, 1899.

THE Steamship *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, 1898, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets are issued to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. R. & S. may be obtained on application.

Passengers holding the high ORDERS TO EUROPE have the advantage of overland rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for FIVE-PORT LAND CHARTERS in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (if class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and continue for Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of sums is required.

General Information to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, November 2, 1898. 2 50

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1897, £15,000,000.

Authorized Capital £2,000,000. Subscribed Capital £1,000,000. Paid up Capital £62,500.00. Fire Funds £1,937,500.00.

HAVING been appointed Agents of the above Company, we are prepared to accept Endorsements and Quotations for Current Rates.

BREWSTER, TOMES & Co., Agents.

Hongkong, June 22 1898. 1547

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000. CAPITAL PAID UP, £150,000.

TOTAL INVESTED FUNDS EXCEED £3,147,574. TOTAL ANNUAL INCOME, £202,265.

THE Underwriters, having been appointed Agents of the above Society in Hongkong, are prepared to insure Properties against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

1143

JUST LANDED, HAMS, HAMS, HAMS.

A SMALL PARCEL OF HASTINGS AND NEPHEW'S FINE YORK-CUT HAM.

Prepared by H. R. WATSON & Co., Chemists.

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship *Looyang*, Captain F. W. SCHULZ, will be despatched for the above Port on TUESDAY, the 15th Inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Hongkong, November 9, 1898. 2140

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *John Sanderson*, Captain MITCHELL, will be despatched for the above Ports on WEDNESDAY, the 16th Inst., at 5 p.m.

To be followed by the S.S. *Gladstone*, sailing about 25th November.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Hongkong, November 12, 1898. 1025

FOR VLADIVOSTOK (DIRECT).

The Steamship *Thetis*, Captain KERR, will be despatched on or about the 16th Inst.

For Freight, apply to GEO. R. STAVENS, Hongkong, November 8, 1898. 2133

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSANA, SUEZ, PORT SAID, ROME & TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALIFORNIA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

The Co.'s Steamship *Moravia*, Capt. J. M. MICOZZI, will be despatched as above on THURSDAY, the 17th Inst., in the afternoon.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated Locomotive, and to ports in Mexico, Central and South America, by the Company's and continue for Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of sums is required.

General Information to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, November 2, 1898. 2 50

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Kiungyung*, Captain OSTERBRIDGE, will be despatched as above on TUESDAY, the 15th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 12, 1898. 2165

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Brassey*, Captain FROST, will be despatched as above on or about the 14th December.

To be followed by the S.S. *Empire*, to sail about 15th December.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, November 11, 1898. 2195

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Edwards*, Captain F. SCHUYER, will be despatched as above on or about the 13th December.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1898. 2100

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Whimpoa*, Captain SALES, will be despatched as above on WEDNESDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 12, 1898. 2153

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Co.'s Steamship *Yungking*, Captain RAYNE, will be despatched as above on WEDNESDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 11, 1898. 1205

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Capit. GREEK*, will be despatched as above on WEDNESDAY, the 16th Inst., at 4 p.m.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 12, 1898. 2 78

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Holzschollen*, Capt. E. WOLTERSDORFF, will leave for the above Ports on or about WEDNESDAY, the 16th Inst.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, November 11, 1898. 2151

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Ugler*, Captain E. PERLIN, will be despatched for the above Port on THURSDAY, the 17th Inst., in the afternoon.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated Locomotive, and to ports in Mexico, Central and South America, by the Company's and continue for Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of sums is required.

General Information to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, November 2, 1898. 2 50

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Austral*, Captain HALL, will be despatched for the above Ports on THURSDAY, the 17th Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the China Navigation Company, and vice versa.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 8, 1898. 2121

MAILS.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND PANAMA RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN & HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

S.S. *Belgian King*, 3,790 Tons, Thursday, 15th December, at Noon.

S.S. *Carlotta*, 3,302 Tons, About 14th January.

S.S. *Carmichael*, 2,920 Tons, About 15th February.

THE Steamship *Belgian King* will be despatched for SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Packages should be marked to address in full. Value of sums is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 8, 1898. 2149

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR HONGKONG, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, N. VRE, BORDAUX, &c.

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 19th November, at Noon, the Company's Steamship *CALÉDONIEN*, Captain DURANDE, with MAILED PASSENGERS, SPOBIE, and CARGO, will leave this Port for MAIL-SHIPPING, via Ports of Call, without transshipment.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the day previous to sailing. All Packages should be marked to address in full. Value of sums is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, November 5, 1898. 210

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Subject to Alteration.

ON WEDNESDAY, the 7th day of December, 1898, at 9 a.m. the Company's S.S. *BAYERN*, Captain E. PERLIN, with MAILED PASSENGERS, SPOBIE, and CARGO, will leave this Port for MAIL-SHIPPING, via Ports of Call, without transshipment.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the day previous to sailing. All Packages should be marked to address in full. Value of sums is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, November 9, 1898. 2138



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *BENGLA*, Captain S. BARKER, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 26th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE, Superintendent.

H. & O. S. S. Co.'s Office, Hongkong, November 12, 1898. 2107

NOTICE.

NO RECEIPT FOR MONEY DUE TO THE COMPANY is authoritative unless signed by Geo. MORRIS, Cashier or Treas.

China Mail Office, Hongkong, April 19, 1898.

BAIN & REID.

Hongkong, November 10, 1898.

MAILS.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Nov. 17, at noon.

Loire (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, December 8, at noon.

Cyprie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Jan. 5, 1899, at noon.

THE Co.'s Steamship *GAELIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and value will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Soledad Street, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN LUREN, Agent.

Hongkong, October 25, 1898. 2039

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Nov. 29, at Noon.

City of Rio de Janeiro (via Shanghai, N'ei, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Dec. 23, at Noon.

City of Peking (via Shanghai, N'ei, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Jan. 21, at Noon.

The P. and O. steamer Shanghai, which arrived to-day, has brought out several Naval relics, including Lieut. Carr and Surgeon Keith, with thirteen bluejackets for Hongkong, and Lieut. Watson and Surgeon Mathew, with ten bluejackets for Shanghai.

A telegram is to hand from Manila, to the effect that one of the ships to be raised (the *Isa de Obo*) is now on the Slip at Cavite, and another of the submerged vessels may be raised in a day or two. We congratulate the Dock Company staff upon this success. The small steamer *Powerful* returned here, and left again for Manila yesterday afternoon.

At the Magistracy this afternoon, the enquiry with regard to the rendition of Obeng Shui Young (who claims to be a Hawaiian subject) to the Chinese Government was resumed. Mr. Gedge brought evidence to prove an *alibi*. Mr. Kutter, of the Basel Mission, gave evidence that he had spoken with the prisoner in his house on the afternoon of 10th October, at the time it is alleged that he had committed the burglary at a place a whole day's journey from the village.

In a volume of Medical Reports just issued by the Imperial Chinese Maritime Customs, Dr. A. Sharp Deane, writing a month or two ago, describes an epidemic of foot-and-mouth disease among the cows and buffaloes at Pakhoi during the months of January, February and March of this year. The disease first appeared in September, 1897. Dr. Deane says: "Of the various drugs prescribed by the Chinese, cinabar (native sulphure of mercury) internally produced a decidedly beneficial result; but bandaging with carefully prepared, suitable food formed a most essential part of the treatment, and those who failed to carry it out, or were unable to afford the expense, almost invariably lost their cattle." Except in the case of old cattle and young calves, the death-rate was very low. When the disease first appeared, some of the Chinese, fearing it would surely be fatal, had their infected animals slaughtered and sold the meat for human food. They regretted this action when they found the disease was curable. The disease ran its course in from 10 to 20 days.

VEREKA AT THE DOOR.—At Kowloon, Jaidoro Pons, Haihong, Hanoi, Kiang-tung, Haitan.

COMMERCIAL.—Hoangshan, Chingtu, Aberdeen.—None.

The sugar season, this year, in East Java has proved to be very satisfactory to the planters. On most estates the crop has been sold at remunerative prices.

A Miss Natalie Schenck, located in Babylon, U.S.A., conceived the brilliant idea of starting a "snuffish" circular in aid of the wounded American soldiers in the late war. It caught on with such a fearful grip that the Babylon post-office staff has had to be increased by 6 additional officials, in order to deal with the 12,000 letters arriving daily, and over on the way. Miss Schenck, with her mother, has fled the place in horror, leaving the monster she has created behind her to fight it out with the Babylonians and the duty equivalent of the U.S.A. Post office.

The departure of the Rev. Mr. Foss by the *Shanghai* attracted but little attention outside his own special circle, only a few friends accompanying him to the rail to see him off. All the same the reverend gentleman carried with him the good wishes of a number of foreign residents who by the way in which he has come in and out among them for the past twenty years. Mr. Foss is on his way home to be consecrated by the Archbishop of Canterbury and when he returns here he will come as Bishop of Central Japan.

In a recent report, M. Doumer, Governor-General of French Indo-China, says: "I do not without interest note that the markets of the circle of Kouang in Tongking have been frequented by a large number of Chinese merchants, who have bought and sold a certain stock of European goods. Unhappily all these articles are of English and German manufacture. Among the Upper Laos equally is being frequented by Chinese, who find a market. That does not merely imply a want of initiative on the part of our traders, for one of our own want of success is that French goods do not meet the needs of the people. Certainly French goods are not so dear, since the native is quite content with an inferior article if it is cheap. When foreign products shall have completely disappeared from our markets it will be possible to impose on the buyer the taste of the manufacturer and to replace inferior goods with decent and more durable articles. But till that time comes we must use the same weapons as our adversaries."

Of matches, as well as of most other manufactures in Japan, complaint has been heard time and again from the markets to which they have been exported. It is now clear that a voracious contemporary that Japan is fast losing the trade in Japanese matches are being ousted by matches of Swedish manufacture which are better-fitted, but are still 20 per cent dearer than Japanese matches. The reason why Japan is fast losing the trade in India and China is, as a very recent contemporary remarks, "because a single match sticks being found in a box, while there is an average of three and one to each small box of Japanese matches—with regard to which we may say that it is the average of three and one to each small box of Japanese matches—with regard to which we may say that it is the average of three and one to each small box of Japanese matches."

A CHINA MERCHANTS' STEAMER IN DISTRESS.

THE 'TOONAN' TOWED INTO AMOY.

(Special Telegram from Our Own Correspondent.)

AMOI, November 14, 12.20 p.m.—The China Merchants' steamer *Toonan* arrived here yesterday (Sunday) towed in disabled by the steamer *Kiangpuk*. The *Toonan* had lost her propeller between Swatow and Amoy.

RECTOR'S TELEGRAMS.

[Supplied to THE 'CHINA MAIL']

LONDON, November 12.

SENTENCE ON THE MURDERER OF THE LATE EMPRESS OF AUSTRIA.

Lucheni, the murderer of the late Empress of Austria, has been sentenced, at Geneva, to penal servitude for life. Lucheni cynically declared that the Duc d'Orleans and King Humbert would be the next victims.

ACTIVITY IN THE FRENCH DOCKYARDS.

There is a renewal of activity in the French dockyards.

THE AMERICAN STATE ELECTIONS.

The Republicans have a large majority in the Senate, and are excluding free silver legislation for at least six years. The Republican majority in the House of Representatives is about twenty.

THE EVACUATION OF FASHODA.

Paris, November 6.

The newspapers say that the country is unhappily impressed by the evacuation of Fashoda, and that it awaits M. Delcasse's explanations.

PARIS, November 7.

The Russian newspapers approve of the evacuation of Fashoda, but insist on the international nature of the whole Egyptian question. The *Novosti* demands the neutralisation of Egypt.

[This is cool, after Great Britain's expenditure for the pacification of the Sudan and Lower Egypt. The preparations made by Mr. Gieschen and the Marquis of Lansdowne will help the amicable settlement of all 'demands' (—Ed., C.M.)]

THE PHILIPPINES.

The Spanish Consul, Senor Don José de Navarra, courteously forwards the following telegram received by him from the Governor-General at Iloilo:—

Iloilo, 12th November.

Bag clear vessels only for Cebu, Iloilo, Zamboanga, and not for other ports.

THE TYPHOON.

Senor José de Navarra, Spanish Consul, and Mr. Rouseven Williams, U.S. Consul General, courteously inform us that they have received the following telegrams from the Manila Observatory:—

From the Manila Observatory, Manila, 13th Nov., 7 a.m.—

Typhoon N.N.W. of Manila; probably recurring interior Luzon.

Manila, 14th November, 9 a.m.—

Typhoon now N.E. by N. of Manila between 16th and 17th parallels; move rapidly towards N.E.

FOOTBALL.

R.F.C. v. S.C. R.O.S.

On Saturday afternoon, the Club met at Co. K.O.R. in a friendly match at the Happy Valley.

At the start the Club took the ball down towards the Regimental goal, but owing to the feebleness of the Club forwards they were unsuccessful in scoring. From the kick-off there was a lot of play in the centre of the field, the King's Own back, Wilcox, playing a splendid game. The first goal was scored by the King's Own. The ball was saved first of all by Kew (goal-keeper), who knocked it out to Pinckney. Pinckney missed the ball, and the King's Own centre forward, with his back towards the goal, kicked the ball over his head into goal. About five minutes afterwards, after a lot of scrambling, the King's Own's left wing, shot another goal. Half-time sounded, with the score—S.C. 2 goals; Club, 0.

The play of both teams in the second half was very poor. Some of the Club's players were playing out of position. Looker played back with Pinckney, and a new player, J. Pinckney, was tried at half-back. The forwards were very weak. B. Co. had two unsuccessful tries at the Club goal, and the Club returned the compliment. Finally, the ball was passed down the Club's right wing, shot across the Regimental goal by Mackay, and headed in by Noble. Play was afterwards in front of the Club's goal, and when the whistle was sounded the ball was in play in the centre. The game resulted—S.C. 2 goals; Club, 1.

Editorial Author.—What do you consider the most important qualification for a beginner in literature? Old Hand.—A small appetite.

A great deal of complaint has been heard lately from the markets to which they have been exported. It is now clear that a voracious contemporary that Japan is fast losing the trade in Japanese matches are being ousted by matches of Swedish manufacture which are better-fitted, but are still 20 per cent dearer than Japanese matches. The reason why Japan is fast losing the trade in India and China is, as a very recent contemporary remarks, "because a single match sticks being found in a box, while there is an average of three and one to each small box of Japanese matches—with regard to which we may say that it is the average of three and one to each small box of Japanese matches."

CRICKET.

OVER 28 v. UNDER 28.

This match ended on Saturday, as had been expected, in a win for the youngsters by 217 for six wickets against 144 runs. Lieut. G. D. Campbell, H.K.R., then whom there is not at present a prettier bat in the Colony, played another fine 'not out' innings for 104. Lockridge and Burns also played well for their respective scores of 35 and 38 not out. The following is the complete score of the Under 28:—

UNDER 28.
Lieut. G. D. Campbell, H.K.R., not out 104
Mr. Jeff, R.N., c. Nicholas, b. S. Smith 9
Lt. Dewar, b. Lawson 14
A. S. Anton, c. Simonds, b. Lawson 14
Lt. K. G. Campbell, R.A., c. Egerton, b. Langhorne 14
Lt. W. A. Lockridge, K.O.R., b. S. Smith 75
Lt. Sutor, R.N., b. S. Smith 38
O. M. G. Burns, not out 38
Extras 9

Total for 6 wickets 217

BOWLING ANALYSIS.

UNDER 28.
T. S. Smith 22 0 62 3
Lawson 17 8 40 2
Yall 11 1 26 1
Gill 3 1 8 1
P. G. Davies 2 1 15 1
Simonds 3 1 11 1
Mast 3 1 14 1

ROYAL ENGINEERS v. HONGKONG POLICE.

This match was played on the Military Ground at Happy Valley on Saturday last, and after a very exciting game, resulted in a win for the Police by one run. Lander for the Police batted well, but both teams were poorly represented, and showed want of practice in batting. Appended are the scores:—

ROYAL ENGINEERS.
Wild, c. Dymond, b. Langley 8
Kerrigan, c. Buckler, b. Lander 0
Spillard, b. Langley 0
Moore, c. Brett, b. Langley 0
Davis, b. Langley 0
Cassor, c. Buckler, b. Langley 0
Lieut. Randall, c. Buckler, b. Langley 12
Kirk, b. Lander 6
Bos, run out 6
Fuly, not out 4
Extras 4

HONGKONG POLICE.

Dymond, c. Wild, b. Siver 0
Brett, b. Moore 0
Buckler, b. Siver 24
Lander, run out 0
Rogers, b. Moore 4
Langley, c. Cassor, b. Moore 7
Lacock, c. Siver, b. Wild 0
McWayne, c. Kerrigan, b. Siver 0
Terrett, c. Spillard, b. Siver 0
Smith, not out 0
McKenzie, c. Spillard, b. Moore 0
Extras 7

Total 56

ST. JOSEPH'S CLUB v. THE DIOCESAN CLUB.

A return cricket match was played between the above clubs at the Happy Valley on Saturday last. The Diocesan Club won by 28 runs. The following is the score of each club:—

ST. JOSEPH'S CLUB.
N. Thompson, c. B. Horton 6
P. Siver, c. B. Horton 0
R. Peterson, c. B. Horton 0
J. B. Gutierrez, c. B. Horton 0
P. Lee Tin, b. Benjamin 2
A. M. Gutierrez, c. B. Horton 2
J. L. Stuart, c. Benjamin, b. Corvelli 0
J. Medina, c. Horton, b. Corvelli 0
J. L. Stuart, c. Horton, b. Corvelli 0
M. Bognon, c. Horton, b. Benjamin 0
Byes 5

Total 60

THE DIOCESAN CLUB.

C. H. Hastings, c. B. Siver 1
P. W. Shaw, c. B. Siver 1
F. Kew, run out 0
W. Wilcox, not out 24
J. P. Corvelli, b. Siver 24
J. B. Horton, b. Gutierrez 2
J. B. Siver, b. Gutierrez 2
J. B. Siver, b. Gutierrez 2
J. B. Siver, b. Gutierrez 2
J. B. Siver, b. Gutierrez 2
Byes 8

Total 88

QUEEN'S COLLEGE—FIRST v. PRESENT.

This match was played at the Happy Valley, on a rough and dangerous wicket, and resulted in a win for the Present scholars, thanks to a well-played innings by one of the masters. Scores:—

PRESENT.
G. A. Woodcock, c. Sopher, b. Scam 66
J. J. Lander, c. Sopher, b. Scam 6
A. Lander, c. Sopher, b. Scam 6
C. Siver (Capt.), b. Thompson 3
G. Quincey, c. H. P. Mader, b. A. Sopher 11
C. Humphreys, b. Thompson 2
E. Remedios, c. Sopher, b. Sopher 2
J. Sopher, c. Sopher, b. Thompson 2
S. D. Lander, c. Sopher, b. Sopher 1
D. Rumbold, not out 11
Byes 9

H. Hastings, b. Woodcock 7
R. Scam (Capt.), b. Remedios 11
E. Thompson, b. Remedios 8
H. P. Mader, b. Remedios 8
F. E. Kew, c. E. Lander, b. Woodcock 28
F. Siver Netto, b. Remedios 3
A. Sopher, run out 0
A. Lander, b. Remedios 0
A. Lander, b. Woodcock 0
A. Lander, not out 4
M. Mader, b. Woodcock 8
Extras 8

Total 70

THERE WAS A LITTLE STORY.

There was a little story published in the *Shanghai* a day or two ago of a 'Up 1' case with a little lot 'being played by a' Seikens band at a General March.

Sounded on a par with this is the solo rendered by a lady at a Yokohama wedding this week. "I must not be too late," she said, "I must be the first to leave."

Now, who was the recalcitrant party? The recalcitrant party was the solo rendered by a lady at a Yokohama wedding this week. "I must not be too late," she said, "I must be the first to leave."

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HONGKONG RIFLE ASSOCIATION.

PEABODY GUN AND SPOONS.

There were eighteen members present at this competition on Saturday last. The Cup was won by Sgt. Bowery, R.E., with the magnificent score of 100. Following are some of the scores handed in:—

Sgt. Bowery, R.E. * 34 34 32 100
Pte. Thompson, K.O.R. * 32 32 30 96
Mr. A. H. Skelton * 33 32 32 94
C. S. M. Wallace, R.E. * 33 34 27 94
Mr. J. Marshall * 32 32 28 92
The agreement signed at Washington on the 15th Sept., we are not yet clearly informed. It fits in, however, like the last piece in the puzzle, to complete the vast plan of communications which has been sketched out. It is an interesting reflection that the line will follow the old route by which the tons of Hup-chi used to find their way to Canton in the early days of our trade, before the opening of Shanghai and the Yangtze enabled foreign merchants to purchase them in the very region of production. A line from Canton to Kowloon will supply the link which will connect the great city with which its interests are closely bound up. The project has been mooted for years, and would have been carried out long ago but for the greed and obstruction of the late Yee-roy's eldest brother, Li Han-chang.

HONGKONG VOLUNTEER CORPS.

SHOOTING MATCH.

The November Competition for the 'Captain Francis Carbine Challenge Cup' resulted in a win for the 'A' Machine Gun Coy. team by 17 points. Appended are the scores:—

'A' MACHINE GUN COY.
Sgt. Skelton 32 31 30 93
Lander 30 31 30 91
Gunner T. S. Smith 26 29 24 79
Holmes 29 28 22 79
Head 26 23 24 73
King 21 27 23 71
Serg. Major Crombie 26 29 15 70
Capt. Sanders 24 22 22 68

FIELD BATTERY.

Sgt. Hayward 23 33 28 89
Corpl. Ramsey 30 27 26 83
Lieut. Macdonald 29 26 25 81
Serg. McPhail 22 32 26 80
Serg. Rutter 27 27 24 78
Corpl. Macdonald 25 28 18 71
Bomb. Noblis 19 15 10 44

Total 218 179 607

The 'A' Machine Gun Coy.'s monthly competition was fired at the same time as the above match. Gunner King scored his first win on both cups with a score of 93, including 30 points handicap. The spoons were won by Sgt. Skelton and Gunners King and Hend.

HONGKONG SCHOOLS CONCERT.

IN AID OF THE ATHLETIC SPORTS FUND.

How often is the assistance of Music requisitioned to exercise its charms in obtaining support for the various means of enlightenment and recreation, and how ready are the devotees to the art to promise their services on this behalf.

The Hongkong Schools Athletic Sports Fund is an object deserving of every support, and we trust they have been greatly augmented as a result of the most excellent concert given on Saturday night in the City Hall.

There is one little protest, however, we would like to lodge in regard to concert—benevolent, charitable, and otherwise—in Hongkong. It is apparent to one who is in frequent attendance at these entertainments that the programmes presented are subjected to alteration. However ready the performers may promise their services there is almost invariably one or two absentees performers on the night of the concert. This observation is not intended in any way to detract from the excellence of Saturday's concert, for the audience was heartily glad to have a second appearance of any of the gentlemen who so kindly gave their services.

The performance opened with the March from 'Tannhauser' by the excellent band of the King's Own Regiment, under the command of Bandmaster Tyrell. Mr. A. D. Sharp gave a capital rendering of the cornet solo, 'Le Rave d'Amour,' for which he was loudly recalled. In the second part of the programme he gave another solo.

Mr. R. D. Thomas sang with fine sweetness, 'Queen of My Heart,' the clear notes of his upper register being particularly well produced. The 'cello solo, 'Andante Religioso,' by Mr. E. J. Rumbold, was greatly appreciated by the audience, who loudly applauded an encore piece, which was given in the second part. Mr. G. Summers has a fine base voice of even quality, which was heard to fine advantage in 'The Mighty Deep.' Messrs Ward and Williams sustained the comic part of the programme, appearing in the first instance as 'The Wandai Guards,' being a little musical skit on the raising of a Chinese Regiment. Ward as Captain and Williams as the inscription, 'Fashoda, vi Khartoum and the Cape,' kept the house in roars of laughter, and they had to appear a second time with 'The Angels have called him home.' The banjo solo, 'Washington Post,' by Mr. J. T. Clatworthy, received well-merited applause. The first part concluded with an intermission, 'On the Road to Moscow,' by the Band.

The selection from 'Faust,' played by the Band, was greatly enjoyed. Mr. R. D. Thomas roused the patriotism of the audience with 'The 7th Royal Fusiliers,' an attempt being made to join in the chorus.

Mr. Ward was exceedingly amusing in 'The Only Chance the old Man's got,' and responded to an encore. A discourse on 'Fanny Bells,' by Mr. Williams, had the inevitable result of a call for more. The band then played a selection from 'Patriotism.' The concert concluded with 'God Save the Queen.'

The following remark of a Highland clergyman shows that the Celts in Scotland can lay claim to the faculty of bullmuzzing. In his sermon preached in a small church in Glasgow, after investigating against shabbiness, he said in glowing: "Do you think Adam and Eve went about the garden of Eden with their hands in their pockets?"

The sum of all these projects is vast. M. Pierre Leroy-Beaullieu estimated lately, in the *Revue des Deux Mondes*, at 6,000 kilometers (say 3,000 miles) and 224,000,000, without reckoning the Russian line. It would be well to wait now, he thinks, and see whether the money will be subscribed.

China has been induced, apparently, to renounce the line; but Chinese money is not already, and may be endangered by pressing too strongly on a Government that may possibly suggest itself as to the debt, under such conditions, of demand for branches of faith. Maxims suitable to the West are not always applicable to the East. A Government that is absolutely powerless needs to be helped to keep faith by reducing its obligations to a minimum, and by reducing its obligations to a minimum, and by reducing its obligations to a minimum.

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THE RAILWAY QUESTION IN CHINA.

THE SOUTHERN ZONE.

A line from the south bank of the Yangtze to Canton is the natural complement of that from Peking to Han-kow. The cynically-minded may find cause for reflection in the signature of a concession for it at a moment when the integrity of the Empire is threatened by intrigue in the palace, unrest in the provinces, and pressure from without. It represents the American share, and is singular, perhaps, in conveying no implication of ulterior purpose. What was the precise scope of the agreement signed at Washington on the 15th Sept., we are not yet clearly informed.

It fits in, however, like the last piece in the puzzle, to complete the vast plan of communications which has been sketched out. It is an interesting reflection that the line will follow the old route by which the tons of Hup-chi used to find their way to Canton in the early days of our trade, before the opening of Shanghai and the Yangtze enabled foreign merchants to purchase them in the very region of production. A line from Canton to Kowloon will supply the link which will connect the great city with which its interests are closely bound up. The project has been mooted for years, and would have been carried out long ago but for the greed and obstruction of the late Yee-roy's eldest brother, Li Han-chang.

The concessions obtained by France stand apart. The earliest dates from M. Giscard's tenancy of the Legation at Peking. About the time that he secured China into breaking faith with England by ceding to France a portion of Kiang-hang he exacted a concession to the Five-Li-Li Company of the right to make a railway from the Tungking frontier, through Lung-chay, to Nanking, the purpose being to connect it with the line across Tungking and constitute the trunk of Kwang.

The rivalry was with Pak-hoi. The West River had not yet been opened, the persistent opposition of France having deterred China from acquiescing in our demand. Sir Claude Macdonald succeeded, however, last year, in obtaining the right of access to Wu-chang, with such marked results as regards trade on the West River that French opinion in Tongking has veered, and funds to deprecate completion of the line have been withdrawn. The West River has now been opened, and the French opinion in Tongking has veered, and funds to deprecate completion of the line have been withdrawn.

A correspondent of the *Peking Chronicle* remarks, indeed, that a study of the contract leads to the conclusion that if the company had wished to make the enterprise profitable, there is room in every article of the concession for a provision for arbitration by the French Minister, which may have served as a precedent for analogous stipulations with regard to the Cheng-tung-Taiyuan and Lo-shan lines. Similar objections are advanced to the execution of the Pak-hoi-Nanking concession which M. Pichon exacted in May. The effective competition of Pak-hoi for the trade of South-West China has always been regarded with jealousy in Tongking.

The railway connection with Yunnan would improve its capacity in that respect was so evident that onlookers could only surmise two reasons for the demand. Either, coinciding as it did with the occupation of Kwang-chai Bay, it was intended to mark off a future 'sphere of interest' for Tongking, or it was intended to give others, French or British, who, cherishing the notion to obstruct one route or protect another, might really wish to see the line opened as a channel of trade. There seems, at any rate, no present likelihood of its being constructed; and British consuls sufficiently occupied in developing their own Empire, which offers good promise of becoming, in time, the important artery of geographical position would imply. The project which engages French sympathies for the moment is a line from Meng-tze to the valley of the Red River towards Yunnan and Szechuan, and an expedition under the leadership of M. Guillemet, or his successor, has been quietly engaged in surveying that route; nor does it appear to have encountered any serious difficulty, except at one point, between Tongking and Yunnan. The expedition was found at Kwang-chai Bay, and three miles of 1,640 feet. The expedition reached the provincial capital in June and touched, according to the *Sinaike* Co. towards the boundary of Szechuan. Further extension might appear premature, but the French Government has taken the line for many projects have been originated in French Indo-China. M. Paul Bert talked, during his brief Governor-Generalship, of building a railway along the whole length of the great high road to China, from Saigon to Lung-chai. Actual accomplishment has been retarded by a railway from Saigon to Myien, in the north, and a light line from Phungthung to Langson which it is proposed to rebuild on a more substantial scale.

Projects for penetrating Yunnan and Szechuan and grasping the trade of South-West China have been for years past steadily

